

APPRAISAL SUMMARY TABLE - A453 WIDENING (M1 TO A52) - PREFERRED ROUTE ANNOUNCEMENT - MAY 2004

ANNEX C

A453 Widening (M1 to A52) from M1 Junction 24 to Farnborough Road in Clifton	Description: Widening of the existing A453 between M1 Junction 24 and the A52 in Clifton (total length about 12 km) to Dual 2 lane (D2AP) standard in the rural section and to a single 4 lane (S4) carriageway through Clifton.	Problems: Congestion due to high traffic flows, low standard of existing road provision (S2) and regular flow interruptions due to gradients and traffic incidents. Accident rate is higher than the national average. Existing traffic flow on the rural section is 17,300 AADT and 24,000 AADT through Clifton.		Present Value Cost: £76.2M BCR: 1.50
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OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	There could potentially be a slight increase in noise levels, particularly for houses near to the urban section of the scheme.	Number of population exposed: 5408	Slight adverse
	Local Air Quality	At Stage 1 and with the absence of detailed modelling it is not possible to determine whether there would be an overall improvement or deterioration in air quality. However, the proposed scheme is not situated within an Air Quality Management Area.	Total number of properties within 200m corridor to highway: 1483	PM ₁₀ weighted properties: 956 NO ₂ weighted properties: 1079
	Greenhouse Gases	A slight increase in greenhouse gases is likely due to increase in traffic flow.	Not required at Stage 1.	Tonnes of CO ₂ not calculated.
	Landscape	Lighting is not proposed for the rural section but widening is likely to increase the impact of the road corridor on existing landscape, including the mature landscape area/open space network, Leicestershire and Nottinghamshire Wolds.	Not applicable	Slight adverse
	Townscape	Loss of some mature trees and green verge will impact on adjacent residential properties in Clifton. Views of the University campus and the Man of Trent public house are likely to be affected.	Not applicable	Moderate adverse
	Heritage of Historic Resources	Partial loss of the Green is likely to have a slight impact on the character/appearance of Clifton Conservation Area, and any archaeological resources associated with the 5 archaeological sites and 2 archaeological constraints areas.	Not applicable	Slight adverse
	Biodiversity	No protected species identified at this stage. Landtake along the rural section could potentially affect parcels of woodland, arable and pasture land with hedgerows and unimproved flood meadow.	Not applicable	Slight adverse
	Water Environment	Encroachment onto a small area of flood plain along the rural section would occur. Scheme design would include measures to address water quality, outfall systems and spillage containment.	Not applicable	Neutral
	Physical Fitness	Improvements to the existing substandard carriageway and the introduction of optimised crossing facilities could potentially encourage more walking and cycling.	Number of cyclists and pedestrians not calculated at this stage.	Slight beneficial
	Journey Ambience	The proposed higher design standard of the A453 is likely to reduce stress and fear of accidents for all users.	Not applicable	Moderate beneficial
SAFETY	Accidents	Not applicable	Saving of 15 accidents/year, 4 of which would be fatal or serious.	LG NPV £11.82M HG NPV £13.54M
	Security	Perception of risk of personal injury will be slightly reduced due to the improved carriageway standard and measures to encourage pedestrians and cyclists to use controlled crossing points.	Not applicable	Slight Beneficial
ECONOMY	Public Accounts	Not applicable	Central Government PVC = £76.2M Local Government PVC = £0	PVC = £76.2M
	Business Users & Providers	Not applicable	Business PVB = £24.0M Private Sector PVB = £-9.6M Other Impacts PVB = £0	PVB = £14.4M
	Consumer Users	Not applicable	Net Consumer PVB = £88.2M	PVB = £88.2M
	Reliability	Moderate benefits from reduced congestion resulting in improved journey time and reliability for transport users.	Not applicable	Moderate Beneficial
	Wider Economic Impacts	Not applicable at this stage	Not applicable at this stage	Not applicable at this stage
ACCESSIBILITY	Option values	Widening of the existing road is unlikely to produce any significant changes in existing transport services.	Not applicable	Neutral
	Severance	Pedestrians and cyclists within Clifton will benefit from improved crossings and signalised junctions.	Not applicable	Slight Beneficial
	Access to Transport System	The impact on existing access to the transport system of widening the existing road is expected to be negligible.	Not applicable	Neutral
INTEGRATION	Transport Interchange	New accesses to the proposed Parkway Rail Station and the proposed park and ride facility to the south of Clifton could facilitate interchange between car and non-car modes of transport.	Not applicable	Moderate beneficial
	Land-Use Policy	Contributes to transport policy objectives at all levels. Scheme design would incorporate measures that satisfy the policy requirements relating to heritage and archaeological issues.	Not applicable	Beneficial
	Other Government Policies	The overall impact on other government policies is likely to be negligible.	Not applicable	Neutral